hundred servants are to be employed in the hotel. The cooks are Frenchmen, the chambermaids, washers, ironers, &c. are white girls, and the waiters all black men and boys.

The building was erected by Mr. P. S. Van Rensselaer, at an expense of 600,000 dollars. The ground on which it stands is valued at 200,000 dollars, and the furniture cost 120,000 dollars—making a total of 920,000 dollars. All the public rooms and passages in the hotel are to be heated by steam pipes. There are gas-burners wherever light is required throughout the house, and the bells and speaking-tubes are of the most perfect construction.

NOTES THROUGH IRELAND.

The shield and headstone of a new chapel of ease was set lately at a place called Carrabollig, county Mayo, by the Marchioness of Sligo. The site and a deep-toned bell have been contributed by the marquis.

We find that in some localities the Encumbered Estates Commission has commenced to work improvements. In Galway, for instance, a rugged and neglected district is being converted into a picturesque situation. We allude to the tract of ground between Salthill and Blackrock, now the property of Mr. Barton, of Dublin, who is at present (in conjunction with Mr. Frazer, the landscape gardener) causing the same to be laid out in building plots of about thirteen acres each, for *model* villas. The remaining portion will be divided into smaller holdings, of three or five acres each; and we trust, that here also the *model* building principle will be carried out, for the benefit of the *petty farming* and *working classes*. It must be acknowledged by those who are acquainted with this locality, that the intended improvements will be a great feature. In Mayo, 63,000 acres of Sir R. O'Donnell's estates, also a large portion of Erris, and the shores of Clew Bay, together with a vast tract of land in Galway, have been knocked down by the commissioners' hammer to English capitalists.

The Limerick Market Trustees have received a number of plans in competition, but the amount of expenditure stipulated by the instructions issued (viz. 10,000*l.*) appears inadequate to build a corn exchange and give the market accommodation required. These buildings which were much wanted in Limerick, together with the recent decision of the Packet Station Commissioners in favour of *Foynes* as the transatlantic port, are two grand desiderata gained by the citizens.

The Midland Great Western Railway Company have for some weeks past (though late in the season) followed the example of their railway brethren by establishing a series of cheap excursion trips between Dublin and Galway. The company's large hotel in connection with their terminal buildings in Eyre-square, and described in THE BUILDER some time since, is inhabited by a large number of strangers, whom the beauties of the Bay of Galway and the romantic wildness of Connemara have drawn to the locality.

The Hibernian and Alliance Gas Consumers Companies at Dublin have reduced the price of gas to 5*s.* per 1,000 cubic feet.

BALLOONING EXTRAORDINARY.—One of our correspondents amusingly proposes, with the view of expediting the transmission of letters or small parcels, "that a balloon (of sufficient power and at a sufficient elevation) be moored immediately above the centre of the City, by wires of sufficient strength, radiating from the car to as many stations in the suburbs as may be deemed necessary. The presence of a man or boy in the car would be required: he would have communication with terra firma by means of a double rope passing over a wheel in the car, and dropping into a central station below. By this means, letters, &c. could be raised in a few moments from the earth to the car, where the attendant would be ready to place them in light small wicker baskets, hanging to wheels, running on the wires: he would then loose them, and, by the force of specific gravity, they would dart down the wires with great velocity to their respective destinations!!"

Notices of Books.

The Architectural Publication Society. Part II. of Volume for 1851-2.

THIS new part of the Society's publication consists of an article on *Aqueducts*, fully illustrated by M. Serves de Jong, of Amsterdam, and translated, with additions, by Mr. J. W. Papworth. It has also illustrations of fountains, and an engraved plate of the organ at St. Mary's Church, Lubeck, an extraordinary but tasteless production.

The writer of the article on Aqueducts makes the following remarks in conclusion:—

"It has frequently been mentioned as matter of surprise, that some of the aqueducts above described should, in modern times, have been built in preference to the now ordinary method of the pipe system. On consideration of the merits of the ancient plan, it would be found that although nearly two thousand years have elapsed, some of the erections have incessantly fulfilled their purpose; and if one estimate were made of the cost of construction and repair in stone or brick, after the Roman manner, and another upon any system of tubes capable of delivering the same quantity of water, their liability to obstruction, to bursting, and to loosen at the joints, their wear and tear, including loss by age and by decomposition, with the generally necessary expense of steam-power, the balance would be found infinitely in favour of the method described in the preceding pages, without taking into consideration that good water loses its quality in metal tubes, while even inferior water is improved while running in a brick or stone channel; besides the above, there are all the inconveniences produced by inequality of pressure in the pipe system, the deleterious effects of the metals employed, and the necessity of taking up whole lengths of mains laid under the solid pavement of our streets, which are rendered impossible during the works: such an inconvenience the Romans wisely avoided, and continued to prefer the system of raised aqueducts, even to that of pipes in vaults."

Miscellanea.

EXTENSION OF THE SALFORD ROYAL MUSEUM AND LIBRARY.—A total sum of about 2,500*l.* having been raised, the committee procured plans and specifications from several architects, and those from Messrs. Travis and Mangnall were approved of, and they had orders to complete their plans and afterwards proceed with the works. The new building, which is now in the course of erection, and was commenced about three months ago, is situated at the west end of the library and museum, and stands upon the site formerly occupied by the yard and outhouses. The building, as described in the *Manchester Courier*, is to be two stories high, and of the Italian style of architecture, the same as the present structure. The lower room is to be the reading-room, and is 75 feet long by 30 wide. It will be lighted by five large windows of a Venetian character on the north front, and by one of the same description at the west end of the room. The upper room, which is to be devoted to the purposes of the museum and picture gallery, will be 75 feet long by 30 feet wide, and the light is to be obtained through the roof, on the same principle as Lord Northwick's picture gallery, near Cheltenham, leaving the whole of the walls free for the suspension of pictures. The height of the lower room will be 17 feet, and that of the highest part of the upper room 28 feet. The building will be heated with hot water, and ventilated. This alteration will make the institution more than twice its original size, and the new portion, like that of the old one, is being constructed of brick with stone facing. Mr. Petrie, the head gardener of the park, intends to alter permanently the character of the sloping ground lying before the north side of the building, and to lay it out in terraces, in the centre of which there is to be a fountain. The contractors are said to be under engagements to have the works completed by January. The number of books given out in the library for the first six months of 1850, was 14,423; for the corresponding six months in 1851, 17,944; and for the same period in the present year, 19,147. The number of readers who visited the library during the first year is estimated at 60,700; for 1851, 80,000; and for the first six months of the present year, 54,000. It is to be hoped that when this thriving and important institution is completed, the money required to place it out of debt will be supplied to the committee.

THE BAILEY MEMORIAL, HEREFORD CATHEDRAL, is now completed. Mr. Bailey represented the county for several years, and assisted in obtaining funds for the restoration of the cathedral. The memorial executed from the design of Mr. Cottingham by Mr. Boulton, is an Altar Screen, of Caen stone, and is erected at the eastern end of the choir, across the great Norman arch: the design consists of a dado of the height of the altar, of carved panels, inlaid with coloured marbles, above which, resting on an enriched moulded sill, is a series of five recessed panels, containing as many subjects sculptured in alto-relievo,—"The Agony in the Garden"—"The Bearing the Cross,"—"The Crucifixion,"—"The Resurrection,"—and "The Three Marys at the Sepulchre:" above these panels are crocketed pediments, inlaid with coloured marbles, and resting on carved capitals with clustered shafts of polished marble: these are continued upwards by another range of semi-detached shafts, terminating above an enriched perforated cresting in detached foliated capitals, supporting at intervals six figures of angels with wings erect, bearing the emblems of the Passion. Four of the pediments are surmounted by finials, the centre one having a cross. On the reverse side, or that next the ambulatory of the Lady Chapel, the entire surface to the height of 8 feet from the plinth, is covered with a carved diaper, terminating in a continuous panelling, containing enamelled shields of the armorial bearings and monogram of the deceased. On this side there is a bust of the deceased by Mr. J. Evan Thomas, on a granite pedestal.

THE LEEDS TOWN HALL COMPETITION.—At a meeting of the committee, held on Thursday in last week, to consider their position in reference to the instructions to the architects, it was resolved, "that it is not desirable at present to deviate from the course hitherto pursued." No alteration in the instructions, therefore, will be made. The decision of the committee is said to have been founded on two circumstances,—first, that the instructions complained of are almost identical in their requirements with those issued to architects in view of the erection of the Leeds Borough Gaol, and which then excited no dissatisfaction; and, second, that "minute" explanations are demanded, in order that the professional referee, whose advice the committee will seek when all the plans are before them, may be enabled to judge whether the estimate in each case is reasonable or not. It must now rest with architects, therefore, to do what they think right in the circumstances.

COAL SHOOTS.—A correspondent, "W. R. B." with reference to the mess caused by coal-wagons discharging their cargoes through the small circular holes which mark the pavements, advises that every coal merchant should have a large funnel made, the bottom, or pipe end to fit the manhole, the mouth large enough to receive the coals as they are discharged from the sacks: the funnel might be protected from injury by having a flat ring or flange rivetted, to encompass it, and so placed as to rest upon the stone. The whole might be made of wrought iron at small cost.

CONSUMPTION OF SMOKE.—The various plans for burning smoke seem mostly failures, and a practical proof of it is furnished by the appearance of Leeds and all the other manufacturing towns at the present time. I would suggest that instead of trying to burn, we should try to drown the smoke or condense it in some way or other. Steam is condensed in the low pressure engines: could not smoke be passed into a fine with a jet of water constantly falling like a mist and be condensed, or passed through a coarse piece of canvas kept constantly wet, which might be done by an endless web dipped into water at the bottom of the chimney shaft and kept in motion by the engine.—G. W.

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